

PAWG – Transportation Task Group

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OVERVIEW:

The task group first reviewed the scope of its work with in the PAWG Charter and the concept of transportation attendant to the development in the Pinedale Anticline Gas Field (Anticline). The group identified items within its scope as follows:

1. Roads and vehicle traffic within the Anticline and external to the Anticline that are affected by development of the Anticline.
2. Pipelines carrying fluids, and materials within or, from, to, or associated directly with the Anticline.
3. Electrical lines and cables that may be associated with the Anticline.

While more items may be identified in the future, the progress reported here will be addressed to the above.

Roads and Vehicle Traffic

The group discussed and reached consensus on monitoring the traffic at 7 sites (see map Exhibit A).

1. Intersection of South Mesa Road and Paradise Road.
2. Tyler Street, South of Pinedale.
3. Intersection of Boulder South and Middle Crest Road.
4. Intersection of Highway 351 and North Jonah Road.
5. Intersection of Southern Anticline Crest Road and North Jonah Road.
6. Intersection of East Green River Road and Flying Heart Road.
7. Southern Anticline Crest Road and Highway 191.

Reliable sensors that could be used year-a-round and not damaged by, traffic, road work, or other impacts would be needed. Infrared technology was identified as being a possibility. Seismic sensors (geophones), magnetic or induction sensors are other possibilities. Other technologies may be usable or even better. WYDOT already has some of this information, i.e. traffic counts on 351, 189 and 191, and this information could be incorporated into the traffic monitoring plan. WYDOT will be willing to assist in monitoring sites that may not currently be in their system.

The group identified three items regarding roads in the Anticline area that are important for Emergency Services, Law Enforcement, and general travel in the rapidly developing area.

1. A common road name system (see Exhibit A for some suggested names) for major Anticline roads that are non-county roads.
2. A master map, produced to show the roads, pads, and pipelines. The group recommends that a competent summer employee be hired to bring the current mapping up to date. As the current road information is updated the BLM should require that all new development, roads, pipelines, pads, etc. should be supplied to the BLM to maintain an updated system. The Pinedale Office should be the main repository for the updated map. This updated information should be provided to Sublette County officials, Emergency Services, WGFD, and Law Enforcement initially at 6 month intervals. Data should also be made available to the general public.
3. BLM should establish monitoring of road construction and maintenance to ensure standards are met and adhered to.
4. Formal road use and maintenance agreements should be established and implemented as per section B-2.9 of the Pinedale Anticline Project EIS-Transportation Plan. See appendix C for current agreements.

The group recommends the following as mitigation measures.

1. To reduce the traffic problem on Tyler Street, a by-pass road south of Pinedale from Highway 191 to Sublette County Road 23-123 and/or from the Industrial site south to 23-123. Both of these measures are primarily within the authority of Sublette County and in cooperation with WYDOT. The BLM could provide rights of way and possibly help on Federal land. Private land will possibly be involved.
2. A bridge crossing the New Fork River to connect the Boulder South Road (23-106) with the Paradise Road (23-136). The primary authority for this would be with Sublette County and private land would be involved.
3. A turn lane off Highway 191 onto the Paradise Road (23-136). The authority with this is with WYDOT.
4. A turn lane off Highway 351 onto the Paradise Road (23-136). This is currently in the process of being implemented by WYDOT (estimated completion 2006). The purpose of this recommendation is to encourage the BLM should be to support it.
5. Use of the connector road between the Antelope area marked A and the Luman Road marked B as noted on Exhibit A, on the south end of the Anticline. This would eliminate traffic, especially big heavy trucks, turning onto and off of Highway 191. It is recommended that the BLM support this.
6. Speed limits posted on the non-county roads throughout the BLM portion of the roads on the Pinedale Anticline. The group understands that the BLM has already committed to these signs. It is the STRONG recommendation of this group that the BLM get these signs made and have them to the operators who can install them when the Anticline is opened to general work in the Spring of 2005. The Sublette County Sheriff's Officers can then enforce speed as they patrol the Anticline.
7. That Highway 351 be reviewed by WYDOT for safety considerations including shoulder width and sight distance, especially the Green River and New Fork valleys and at the Paradise Road (23-136) junction. This is within the authority of WYDOT, however, the group feels that with the traffic increase caused by the Anticline area this recommendation should be carefully considered by the WYDOT.

Pipelines

The group discussed pipelines in the context of the ongoing development of the Pinedale Anticline. In general the major pipelines carry produced gas and water, while there are a myriad of short distance pipelines on well pads and drilling sites. These pipelines are in general governed by the industry. The group however, identified one area that should be explored. This is in the use of pipelines to supplement or replace trucks as a means of moving produced water and some petroleum liquids. The time line for this report allows only identification of the importance of a careful balance of pipeline and truck transport of these liquids to maximize economics and safety. Appendix B is compilation of estimated, "produced water" that has to be handled for the Anticline out to 2024. As can be seen, the amount of liquids that need to be transported is large.

1. Appendix B shows a probability that produced liquids are a major concern. It is the recommendation of the PAWG-TTG that a data collection and monitor system be implemented to anticipate the traffic and pipeline requirements to handle these liquids.
2. Water disposal options besides evaporation pits should be investigated and identified. Increased number of disposal wells should be pursued. Due to the time restraints of this report more investigation of this proposal is necessary.